

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 09/11/1992

LAX91FA132					
File No. 576		03/16/1991	SAN DIEGO, CA	Aircraft Reg No. N831LC	Time (Local): 01:43 PST
Make/Model:		Hawker Siddeley / DH.125-1A/522		Fatal	Serious
Engine Make/Model:		Rolls-Royce / VIPER 522		Crew	2
Aircraft Damage:		Destroyed		Pass	8
Number of Engines:		2			0
Operating Certificate(s):		None			0
Type of Flight Operation:		Personal			
Reg. Flight Conducted Under:		Part 91: General Aviation			
Last Depart. Point:		Same as Accident/Incident Location		Condition of Light:	Night/Dark
Destination:		AMARILLO , TX		Weather Info Src:	Witness
Airport Proximity:		Off Airport/Airstrip		Basic Weather:	Visual Conditions
				Lowest Ceiling:	None
				Visibility:	20.00 SM
				Wind Dir/Speed:	Light and Variable
				Temperature (°C):	Unk/Nr
				Precip/Obscuration:	None / None
Pilot-in-Command		Age:	43	Flight Time (Hours)	
Certificate(s)/Rating(s)				Total All Aircraft:	15000
Airline Transport; Multi-engine Land; Single-engine Land				Last 90 Days:	Unk/Nr
Instrument Ratings				Total Make/Model:	150
Airplane				Total Instrument Time:	UnK/Nr

AFTER FLYING PSNL OF ENTERTAINMENT GROUP TO LINDBERGH FLD, ACFT WAS PSND TO NRBY BROWN FLD, SINCE LATE DEP WAS PLANNED AFTER NOISE CURFEW WAS IN EFFECT AT LINDBERGH. PLT TALKED WITH FSS SPECIALIST (SPLST) 3 TIMES BFR TKOF. HE RPRTD HE DID NOT HAVE INST DEP PROC FM ARPT. SPLST READ DEP PROC ON PHONE. ON LAST CALL TO FSS, PLT SAID HE PLANNED TO DEP VFR TWD NE & OBTAIN IFR CLNC AFTER AIRBORNE. (THIS RTE WAS TWD MTS.) DRG CALL, PLT EXPRESSED CONCERN ABT REMAINING CLR OF TCA & INQUIRED ABT STAYING BLO 3000'. SPLST AGREED WITH PLTS CONCERNS, BUT AFTER ACDNT, SPLST SAID HE THOUGHT PLT WAS REFERRING TO 3000' AGL, RATHER THAN 3000' MSL. PLT HAD FILED TO TKOF AT MIDNIGHT, BUT DIDN'T GET AIRBORNE UNTIL 0141 PST. SINCE FLT WAS OVR 1.5 HRS LATE, IFR FLT PLAN HAD 'CLOCKED OUT.' AS CTLR WAS REENTERING FLT PLAN IN COMPUTER, ACFT HIT RISING TRRN NR TOP OF MTN, ABT 8 MI NE OF ARPT AT ELEV OF ABT 3300'. NO DEFICIENCIES WERE FND WITH ACFT OR ITS ENGS. COPLT HAD NO TYPE RATING FOR THIS ACFT, THO HE RPRTDLY HAD MADE 3 TKOFS & LNDGS IN HAWKER-SIDDELEY DH.125.

Brief of Accident (Continued)

LAX91FA132

File No. 576

03/16/1991

SAN DIEGO, CA

Aircraft Reg No. N831LC

Time (Local): 01:43 PST

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) PREFLIGHT BRIEFING SERVICE - INFORMATION INSUFFICIENT - ATC PERSONNEL(FSS)
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. (C) MONITORING - INADEQUATE - COPILOT/SECOND PILOT
8. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - COPILOT/SECOND PILOT
9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

IMPROPER PLANNING/DECISION BY THE PILOT, THE PILOT'S FAILURE TO MAINTAIN PROPER ALTITUDE AND CLEARANCE OVER MOUNTAINOUS TERRAIN, AND THE COPILOT'S FAILURE TO ADEQUATELY MONITOR THE PROGRESS OF THE FLIGHT. FACTORS RELATED TO THE ACCIDENT WERE: INSUFFICIENT TERRAIN INFORMATION PROVIDED BY THE FLIGHT SERVICE SPECIALIST DURING THE PREFLIGHT BRIEFING AFTER THE PILOT INQUIRED ABOUT A LOW ALTITUDE DEPARTURE, DARKNESS, MOUNTAINOUS TERRAIN, BOTH PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA, AND THE COPILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT.